

BEG WHITMAN TO AID SISTERS IN CANNERIES

Fifty Women in 3-Hour
Plea Win Delay on
New Labor Law.

MISS SCOTT TELLS OF LIFE OF TOIL

Represents 80,000 Workers, She
Says, in Asking Veto of
84-Hour Week Bill.

Albany, May 10.—"You see, Governor, we work in canneries, we're the ones that are overworked."

With these words to-day in the Executive Chambers, 50 tense and tired women laborers, banded together to form all the trades, opposed to the 84-hour week bill, denounced it as dangerous to themselves and to their sisters in the canning industry, whom it permits to work 12 hours a day, during the busy season. They won a delay, at least. At the close of a three-hour hearing, Governor Whitman announced that he was "inclined to accept" the bill, but would withhold final action for several days.

Fighting with the workers were society women, representatives of trade leagues and committees of safety, and officers of national, state and city consumers' leagues, come from all over the state to beg its executive to veto the measure, which threatens the 84-hour week. Announcing that they stood for hundreds of thousands of workers, the determined ranks filled the entire center of the Executive Chamber, and flanked themselves against the wall in the rear, sometimes breaking into applause or ironic laughter, sometimes murmuring their protests.

"Twenty years of progress is lost in this bill," they said by their attitude, as well as by their words.

Women Face Cannery Owners.

Set off against them were the manufacturers, the real estate owners and proprietors of canning establishments, and the politicians who back the measure. Its strongest advocates were James M. Lynch and John Mitchell, the industrial commission. James P. Holland, president of the State Federation of Labor, announced that while he disapproved of the bill in several respects, he approved of it in general. No pink-checked canners appeared in the hall to-day, as on the previous occasion when the bill came up. Its opponents hinted that the former veto had taught that the presence of such young girls had thwarted rather than aided the measure.

There were four main points made against the 84-hour week bill in the arguments to-day. One was the fact that it permits the canning industry to work its women employees over 18 hours a day, 24 hours a week or 12 hours a day for 80 days during the busy season. In the second place, workers in the creamery, milk and ice-cream industries are exempted from the one day's rest in 7 law.

The passage of the bill will also permit the 84-hour week for women in all factories to be entirely suspended when accidental damage occurs to the machinery. Intense feeling was aroused by the article filed in the press stating that the bill would be weakened by increasing the present distance allowed between any point in the floor area and one means of exit by one-half. These articles, the advocates of the measure say, are regrettable but necessary in the passage of a good bill.

A woman, childlike in stature and in face, her small fists clenched in her earnestness and her voice quivering with feeling, was among the first to speak against the bill. She was Miss Melinda Scott, president of the Women's Trade Union League, and she said that through her 50,000 women protested.

"You see, Governor, we work in canneries, we're the ones that know what overtime means," she said. "We will fight to give the young folks a better chance than we have had. I went to work when I was thirteen years old, and worked from 7 in the morning until 7 at night. So, you see, your excellency, I know what it means. And I know what it means for a child to look out the factory windows and see the other youngsters playing while it's working overtime. It's an example of the bad effects. My folks were over six feet tall, but my mother worked in the factory—worked overtime—and I worked overtime as a child. We're proud of saying the health of a nation is the health of its people. Well, the workmen women are the mothers of the race."

Thomas Reed, representative of the Central Federated Union of New York and vicinity, broke the sudden stillness. "I wish to God that the women had the vote!" he cried. "Then there wouldn't be any need of such a hearing as this. He was interrupted by a storm of applause. "I hope, your excellency, you'll consign this to the wastebasket and let them establish an eight-hour day with two shifts if they need more work done."

Union Leaders Attack Bill.

"This means the breakdown of the womanhood of the country," said Miss Rose Schneiderman, representing the International Ladies' Garment Makers. Herbert Merrill, the first Socialist member of the New York Legislature, declared that it was impossible to have breakages of machinery for the purpose of working employees overtime. Miss Pauline Newman, of the International Ladies' Garment Makers' Union, declared that another Triangle fire might occur at any time.

"I want to tell you, Governor, it's a bad thing," said Miss Maggie Minchey, of the Laundry Workers' Union. "Eight hours a day of sixty pounds of steam boiler up into her face and a boiler under her feet is long enough for the mother of the next generation."

Miss Mary E. Dreier, president of the Women's Trade League, said the bill was entirely bad. E. Hanna, of the Farmers and Ramblers' Union, said that it was an outrage.

"Europe has shown us that women must do the work of men that are out of sight. If we turn our women over to the hands of pirates we'll have no one left to take care of the country in case we go to war."

E. Parsons, of Syracuse, mentioned

Text of German Note on Sussex.

Washington, May 10.—Following is the text of the supplementary German note on the Sussex case, dated May 8 and addressed to Ambassador Gerard:

Supplementing his note of the 4th instant, concerning the conduct of the German submarine warfare, the undersigned has the honor to inform His Excellency the American Ambassador, Mr. James W. Gerard, that the further investigation made by the German naval authorities concerned, in regard to the French steamship Sussex, on the basis of the American material, has been concluded in the mean time. In conformity with the result of this investigation the assumption expressed in the note of the undersigned of the 10th ultimo, that the damage of the Sussex was to be traced back to a cause other than the attack of a German submarine, cannot be maintained.

Such an assumption had to be arrived at with certainty from the material in the possession of the German Government for itself and without further knowledge of the circumstances connected with the torpedoing of the Sussex, the more so as, apart from the points enumerated in the note of the 10th ultimo, the following facts had come to the attention of the Admiralty Staff of the navy through reliable information:

March 24, 1916, approximately at the same time as the Sussex, an auxiliary warship left the port of Folkestone with a large transport of British infantry on board. On the same day a transport steamer was torpedoed in the Channel. A few minutes preceding the explosion on the Sussex she had passed through a mass of ship wreckage, which created the impression that a ship had sunk at that spot shortly before. All these facts justified the conclusion that the only cause of torpedoing which could be considered under the circumstances had struck the British war vessel, whereas the Sussex had met with an accident in some other way.

However, on the basis of the American material the German Government cannot withhold its conviction that the ship torpedoed by the German submarine is in fact identical with the Sussex, for in accordance with this material the place, the time and the effect of the explosion by which the Sussex was damaged agree in the essential details with the statements of the German commander, so that there can no longer be any question of the possibility of two independent occurrences. An additional reason is constituted by the fact that officers of the American navy found fragments of an explosive in the hold of the Sussex which are described by them upon firm grounds as parts of a German torpedo.

Finally, the counter evidence which was deduced in the note of the 10th ultimo from the difference in appearance of the vessel described by the submarine commander and the only reproduction of the Sussex then available has proven to be untenable, inasmuch as according to a photograph of the damaged Sussex now to hand the characteristic distinctions no longer existed at the time of the accident, while the Sussex in the photograph of my "Daily Graphic" enclosed in the note only carried one mast, and also showed the white gangway customary on passenger vessels on the level with the port-holes. O. W. S.; the reproduction of the damaged Sussex shows a second mast and a uniform dark color, and thus approaches in her outer appearance the description of the vessel as furnished by the submarine commander.

In view of the general impression of all the facts at hand the German Government considers it beyond doubt that the commander of the submarine acted in the bona fide belief that he was facing an enemy warship. On the other hand, it cannot be denied that, misled by the appearance of the vessel, under the pressure of the circumstances he formed his judgment too hurriedly in establishing her character, and did not, therefore, act fully in accordance with the strict instruction which called upon him to exercise particular care. In view of these circumstances the German Government frankly admits that the assurance given to the American Government, in accordance with which passenger vessels were not to be attacked without warning, has not been adhered to in the present case. As was intimated by the undersigned in the note of the 4th instant, the German Government does not hesitate to draw from this resultant consequences. It, therefore, expresses to the American Government its sincere regret regarding the deplorable incident, and declares its readiness to pay an adequate indemnity to the injured American citizens. It also disapproves of the conduct of the commander, who has been appropriately punished.

Expressing the hope that the American Government will consider the case of the Sussex as settled by these statements, the undersigned avails himself of this occasion to renew to the Ambassador the assurance of his highest consideration. VON JAGOW.

GERMANY ADMITS SUSSEX ATTACK

Continued from page 1

The New York Tribune's editorial in this morning's paper as the best argument that had yet been made against the bill.

"It's legalizing an unjust principle to make employees work overtime when machinery breaks down through the employer's carelessness," said Mrs. Frederick Nathan, of the Consumers' League of New York State. "We don't want hit or miss legislation in this matter of canneries. We look to you, your excellency, as guardian of this generation as well as the next, to protect the interests of the working people."

Among the owners of canneries present were George A. Burnham, of Newark; James P. Olney, of Rome; Carlton Chase and Clarence King, of Syracuse; F. T. Gibson and Oscar Gridley, of Utica, and James H. Taylor, of Clinton. Some of those who went up from New York to oppose the bill were Miss Nellie Swartz, of the Consumers' League; Miss Frances Perkins, of the Committee of Safety; Miss Melinda Scott, president of the Woman's Trade Union League; Miss Pauline Newman, of the International Ladies' Garment Workers; Mrs. Lillian Heafley, of the Neckwear Makers; Miss Margaret Clinchey, of the Laundry Workers; Mrs. Peston and Mrs. Joseph Hickley, of the Upholsterers' Union; and Miss Mary Dreier, of the Woman's Trade Union League.

Others were Miss Leonora O'Reilly, of the Woman's Trade Union League; Miss Rose Schneiderman, of the Capmakers' Union; Miss Maud Swartz, of the Typographical Union; Mrs. Emily Goodell, of the Retail Clerks; Miss Minnie Teitelbaum, Miss Alice Brown and Miss Mamie Hanley, of the Hat Trimmers' Union; Miss Helen Karot and Miss Hilda Svenson, of the Bookkeepers' and Stenographers' Union; Mrs. Frederick Nathan, Mrs. Frances Thurber, Jr., Mrs. Percy Jackson, Miss Helen Phelps Stokes, Mrs. Florence Kelley, Miss Mary R. Sanford, James P. Boyle, Thomas Rock, John Hanley, of the Building Trades, and John Gill, of the Brickmakers' Union.

Ramsey, Ireland, May 10.—Details of the sinking of the Cymric were given by a member of the crew landed here. They say that the torpedo struck the engine room. The explosion blew all the skylights off and extinguished the lights.

Four men were killed by the explosion and the chief steward was drowned trying to reach a boat. One hundred and seven members of the crew took to the boats shortly, but returned when it was seen that the steamer was not in immediate danger of sinking. They remained on board for two hours, when a sloop, which had heard the Cymric's wireless calls one hundred miles away, arrived. The sloop stood by the stricken liner until she sank at 9:30 in the morning. The crew were British subjects, except one Russian and two Belgians. The officers say that the Cymric was unarmed. There were also six passengers, members of the British consular service, all of whom were saved.

Convict May Aid Arnold Search.

It will be known to-day whether the police will bring Edward Glennor, the Rhode Island convict, to New York and resume the search for the body of Dorothy Arnold. All that stands between Glennor and freedom is a \$52 fine. Information is expected to-day by Deputy Police Commissioner Lord bearing on the convict's story of the supposed burial of the missing heiress. On it depends whether the City of New York will pay the convict's fine and bring him here.

John Wanamaker—The Store for Men

Describing Two Groups of Suits Which Men Like Exceedingly Well

The suits at \$25 and \$27.50.

WANAMAKER suits.

We had 715 by actual count yesterday; and more to come later.

Seven models—slight variations of the two fundamental types: The young man with clearly-defined frame, and the matured man; straight front, semi-straight front with rounded corners, patch pockets, peaked lapels, low cut gorge collar; high cut gorge.

Some of these suits are half silk lined, with silk sleeves; others are half alpaca lined. Some are quarter silk lined.

The materials are chevrons, domestic homespuns, unfinished worsted and worsteds—in different colorings—mixtures with gray and white pencil stripe, blue with a white pencil stripe, in plain oxfords, browns, blues and greens.

We had these suits made to fit men of 34 to 44 chest measurement, a average build: 37 to 46, stout; 35 to 40, short or tall.

Other suits, \$18.50 to \$40

We Will Make Straw Hats to Measure

Any man who has trouble getting a straw hat to fit his head comfortably may have one made to measure for \$1.50 extra.

For example, if you like one of our new sennit hats at \$3 we will make one like it to fit your head for \$4.50. The block we make for you will be your property. It can be used again next year without this extra cost to you.

Panama Hats

Cleaned, re-blocked made ready for wearing, \$1.50.

Burlington Arcade floor, New Building.

News From the Sports Store

GOLF supplies

SILVER KING BALLS, 75c.

BLUE FLASH BALLS, 65c.

Golf suits, \$20 to \$37.50.

Golf stockings, from Scotland, \$2.50, \$3.50.

Light sweater jackets, \$3.50.

Golf and tennis shirts, \$1.50 to \$5.

TENNIS Rackets.

Wright, \$1.25 to \$8.

Spalding, \$1 to \$8.

Horsman and Bancroft, \$1.50 to \$9.

Tennis balls, \$3, \$4 doz.

Racket covers, \$5 to \$15.

FISHING Rods and Reels

Steel-back casting rods, \$2 to \$5.

Split bamboo fly rods, \$3 to \$27.50.

Surf rods, \$7.50 to \$25.

Bass reels, 50c to \$15.

Trout flies, \$1 dozen.

BOATS and CANOES

Racing rowboats, \$55 to \$65.

Kennecott canoes, \$33.50 to \$48.

Canoe with sail and lee-boards, \$32.50.

Evinsrud motors, \$80 and \$125.

Ferro motors, \$85.

Sixth Gallery, New Building.

John Wanamaker

Broadway at Ninth Street, New York

Waterman's Ideal Fountain Pen

Buy the Genuine

Every Waterman's Ideal is the best product of specialized care and skill, backed by highest quality materials and perfected manufacturing equipment.

The Service Does Not Show on the Surface.

Sold at the Best Stores

L. E. Waterman Company, Cortlandt St. & Broadway, New York

Sandy Hook Route

Opens for Season

MONDAY, MAY 15

On the above date service to North Jersey Coast reports will be inaugurated. Small spring schedules take effect May 25.

Steamers leave from foot of West 43d and 45th Sts.

All Mail Lines from foot of West 23d St. and Liberty St.

See Time Tables now Ready.

N. Y. C. TRACK BILL VETOED BY MAYOR

Mitchel Says He Feared
Agreement Would Not
Be Carried Out.

Mayor Mitchell yesterday vetoed and forwarded to the Governor the two bills that had contemplated the removal of the New York Central's West Side tracks and the electrification of the company's lines in the city within eighteen months.

In the explanation that accompanied the two documents the Mayor said that his intention was to vote for the tentative agreement already made with the New York Central, now pending before the Board of Estimate. It was for that legislation at Albany might delay or permanently prevent its ratification that caused him to oppose the measures, he explained.

An opinion from the Corporation Counsel, cited by Mayor Mitchell in his remarks accompanying the two vetoed bills, set forth that the enactment into law of the two measures would bring about an abrupt termination of the

pending arrangement with the railroad. The Board of Estimate continued the public hearings yesterday on the proposed West Side improvement and the relocation of New York Central Railroad tracks. A letter from Julius Henry Cohen, chairman of the special committee on West Side Improvement, to Mayor Mitchell, indicating some of the financial problems involved in the proposed settlement with the railroad, was filed with the board.

Mr. Cohen urged the Mayor to sign the Ellenbogen bill compelling the New York Central to abandon its operation at grade and go under ground, irrespective of the proposed agreement for the improvement. In case this was not consummated, the city would then have the power to compel the railroad to remove its tracks from the surface, without any cost, he said. He figured that under the agreement the city would have to pay the railroad \$1,264,580.

Representatives of the League to End Death Avenue objected to the proposed plans as a "hold up" of the city on the part of the railroad. President Dowling of the Board of Aldermen declared that if the members of the League were against the plans the body had been wrongly named.

Magistrate and Constable Seek
Revenge, It Is Alleged.

Mays Landing, N. J., May 10.—Indictment of the entire force for the administration of justice in the country town of Elwood on charges of arson, including the justice of the peace and two constables, has temporarily converted that ordinarily sedate hamlet into an armed camp.

The three indictments came as a climax to a decade of lawlessness that had aroused the neighborhood, and the prospect of speedy prosecution of the men whose business it has been to prosecute the evildoers of Elwood is indeed a bright one. Nothing short of illness or death will prevent the entire village from crowding into or about the little court house when the cases are called for trial.

Magistrate John Ireland and Constables Charles Palmer and Lawrence Edwards are the men accused of burn-

ing the garage of Robert S. Smith, occupied by John Brady, a chauffeur for Smith, who had had the temerity to incur the enmity of the "law enforcers." Brady, a son of former Lieutenant Brady, of the New York police, warned autoists approaching Elwood of a speed trap said to have been set by the constables. The result was that instead of scores of speeding autoists being arrested and taken before the magistrate daily, but one or two speeders fell into their net.

An anonymous letter warned Smith to discharge his chauffeur. He failed to do so, however, with the result that it became necessary to hire a detective to protect the chauffeur and his employer. It so happened that the detective was present when blackmail was paid for supposed immunity from attack by fire after several attempts had been made to burn the garage.

Then came an attempt to shoot Brady while he was driving his car through the woods. The car was polkadotted with buckshot, but the chauffeur escaped. Since then the feminine inhabitants of the town have been afraid to venture out after dark for fear of being mistaken for somebody else and fired upon.

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GUARDIANS OF LAW INDICTED FOR ARSON

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